VFR TERMINAL AREA CHART
MINNEAPOLIS-ST PAUL
LEGEND

AIRPORTS

AIRPORT DATA

ADDITIONAL AIRPORT INFORMATION

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

AIRSPACE INFORMATION

TOPOGRAPHICAL INFORMATION

OBSTRUCTIONS

MISCELLANEOUS

VFR TERMINAL AREA CHART
MINNEAPOLIS-ST PAUL

SCALE 1:250,000

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Topographic data corrected to May 1989

32ND EDITION July 27, 1989
Includes aeronautical amendments effective July 27, 1989
and all other aeronautical data received by June 1, 1989
Consult appropriate NOTAM's and Flight Information
Publications for supplemental data and current information.
This chart will become OBSOLETE FOR USE IN NAVIGATION upon publication of the next edition scheduled for FEBRUARY 8, 1990

MINNEAPOLIS TERMINAL CONTROL AREA

See back of this chart for procedural information within the Minneapolis Terminal Control Area (TCA).

80/30 — Ceiling of TCA in hundreds of feet MSL / Floor of TCA in hundreds of feet MSL

Produced in accordance with procedures and specifications approved by the DEPARTMENT OF DEFENSE and FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF COMMERCE

CONTROL TOWER FREQUENCIES ON MINNEAPOLIS-ST PAUL TERMINAL AREA CHART

Airports which have control towers are indicated on the charts by the letters CT followed by the primary VHF local control frequency. Selected transmitting frequencies for each control tower are indicated in the adjoining boxes. The low or medium frequency (frequency in kHz) followed by a VHF (unit control frequency), and the primary VHF and UHF military frequencies, when they have been made available, for control zone (CZ) operations are also depicted in the boxes. Control zones are normally full-time IFR, but can be Airport Advisory Service (AAS) during hours it is closed. Hours shown are local time. Radio call procedure if different from "tower" listed.

Automatic Terminal Information Service (ATIS) frequencies, shown in the base of the chart are normal arriving frequencies. All ATIS broadcasts are available on the indicated frequencies.

Ⓐ Indicates Approach Control.

CONTROL TOWER	RADIO CALL	OPERATES	ATIS	FREQ	ASR PAR
ANOKA COUNTY		0700-2100 non-OPT	124.0	118.1 / 257.8	
		0700-2100 non-OPT			
MINNEAPOLIS-ST PAUL INTL	MINNEAPOLIS	CONTINUOUS	ARR 120.8 ARR & DEP 135.35	126.7 257.8	ASR
ST PAUL DOWNTOWN		0700-2200	118.35	124.0 257.8	

MILITARY TRAINING ROUTES (MTR)

IR/VR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designation are depicted. Route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are revised every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be published in the Aeronautical Chart Bulletin of the Airport Facility Directory. Also, the VFR Wall Planning Chart is issued every 56 days and displays current route configurations and a composite tabulation of altitudes along these routes.

Military Pilots refer to Area Planning AP/1B Military Training Route North and South America for current routes.

C55.416/11:

NOTICE TO USERS OF THIS CHART

You are urgently requested to inform us of corrections and additions that come to your attention while using this chart. Postage-paid Chart Correction cards are available at contractor chart sales agents and at FAA Flight Service Stations. Where delineation of data is required, such information should be indicated clearly and accurately on a corrected copy which will be returned. Mail to: National Ocean Service, NOAA, N/CG33, 6010 Executive Blvd., Rockville, MD 20852 or call toll-free 800-626-3677.

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National Ocean Service

Features normally used as check points for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example - POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

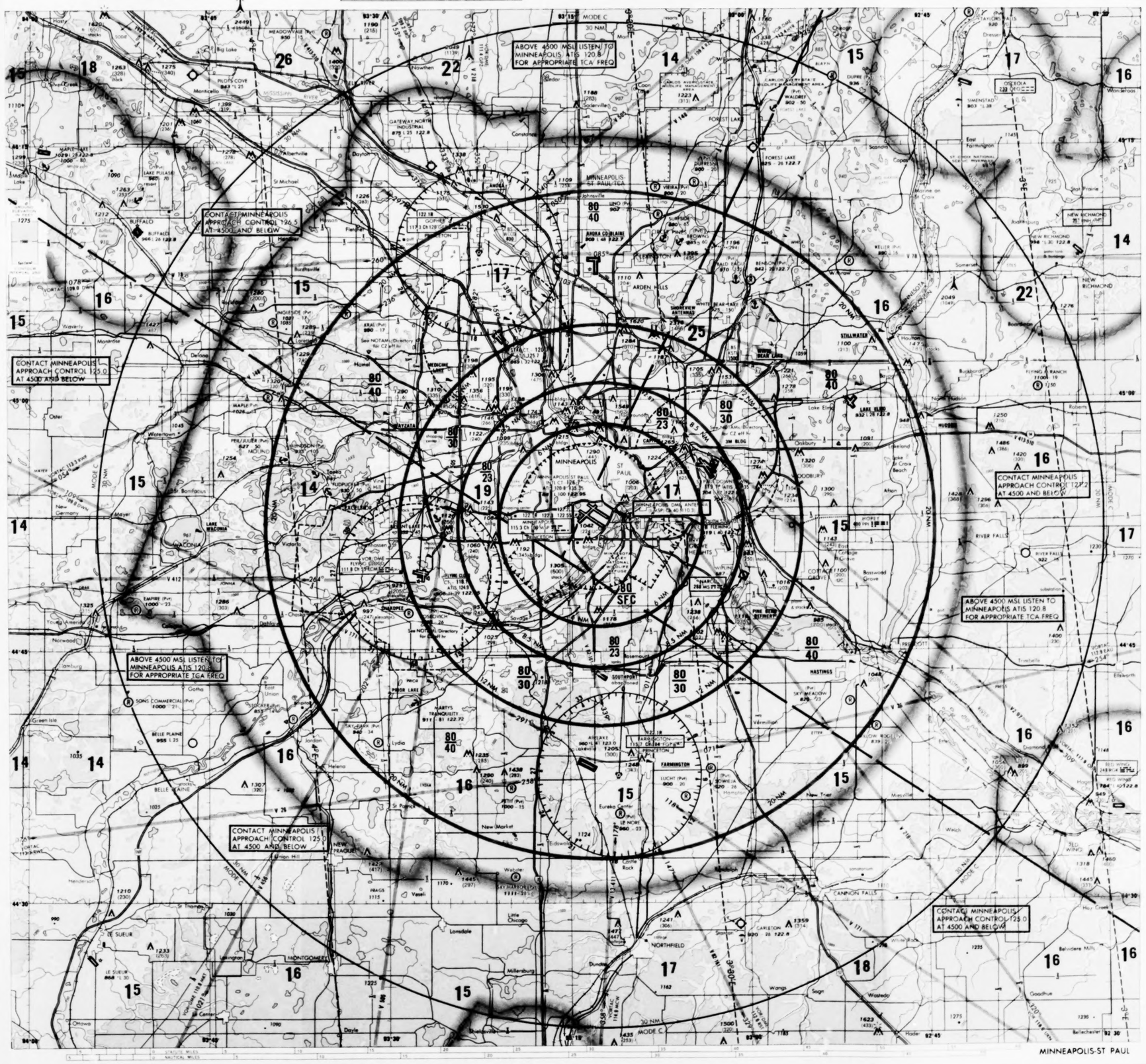
CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all telephone, telegraph and power transmission lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

ATTENTION:

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in the corners in HUNDREDS OF feet above mean sea level. The MEF is shown as Minimum Obstruction Clearance (the highest known feature plus any appropriate adjustment for precision of the information) for that quadrangle.

Example: 12,500 feet 125

Entire area of this chart is within the Central Standard Time Zone (-6 / +5 DST) (UTC)


ABOVE 4500 MSL LISTEN TO MINNEAPOLIS ATIS 120.8 FOR APPROPRIATE TCA FREQ
CONTACT MINNEAPOLIS APPROACH CONTROL 126.5 AT 4500 AND BELOW
CONTACT MINNEAPOLIS APPROACH CONTROL 125.0 AT 4500 AND BELOW
CONTACT MINNEAPOLIS APPROACH CONTROL 127.2 AT 4500 AND BELOW
ABOVE 4500 MSL LISTEN TO MINNEAPOLIS ATIS 120.8 FOR APPROPRIATE TCA FREQ
ABOVE 4500 MSL LISTEN TO MINNEAPOLIS ATIS 120.8 FOR APPROPRIATE TCA FREQ
CONTACT MINNEAPOLIS APPROACH CONTROL 125.0 AT 4500 AND BELOW
MODE C
30 NM
20 NM
12 NM
MINNEAPOLIS-ST PAUL

MINNEAPOLIS TERMINAL CONTROL AREA (TCA)

OPERATING RULES AND PILOT EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within a TCA. Pilots should not request an authorization to operate within a TCA unless the requirements of FAR 91.24 and FAR 91.90 are met. Included among these requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that terminal control area.
2. No person may takeoff or land a civil aircraft at an airport within a TCA or operate a civil aircraft within a terminal control area unless:
   (a) The pilot-in-command holds at least a private pilot certificate; or,
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.95.
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered airplane to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the TCA.
4. An operable VOR or TACAN receiver (except for helicopters until 7/1/89).
5. A 4096 code transponder with automatic altitude reporting equipment.

NOTE – ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement, however, request for a deviation from the 4096 transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES.

IFR Flights – Aircraft operating within the Minneapolis TCA must be operated in accordance with ATC clearances and instructions.

VFR Flights.

1. Arriving aircraft should contact Minneapolis Approach Control on the specified frequencies and in relation to geographical or radio fixes shown on the chart as flagged check points. Although arriving aircraft may be operating beneath the floor of the TCA on initial contact, communications should be established with Approach Control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airport are requested to advise Clearance Delivery prior to taxiing of their intended altitude and direction of flight to depart the TCA. Aircraft departing from other than Minneapolis-St. Paul International Airport whose route of flight would penetrate the TCA should give this information to ATC on appropriate frequencies.
3. Aircraft desiring to transit the TCA may obtain an ATC clearance and will be handled on an equitable "first-come, first-served basis."

ATC PROCEDURES.

All aircraft will be controlled and separated while operating within the TCA, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside of the TCA.

NOTE: Assignment of radar headings and/or altitudes are based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading or altitude will cause the pilot to violate such rules.